RESEARCH PLAN PROPOSAL

HIERARCHICAL STUDY OF GROWTH CENTRES IN RAJASTHAN WITH REFERENCE TO NCR

For registration to the degree of Doctor of Philosophy

IN THE FACULTY OF SCIENCE

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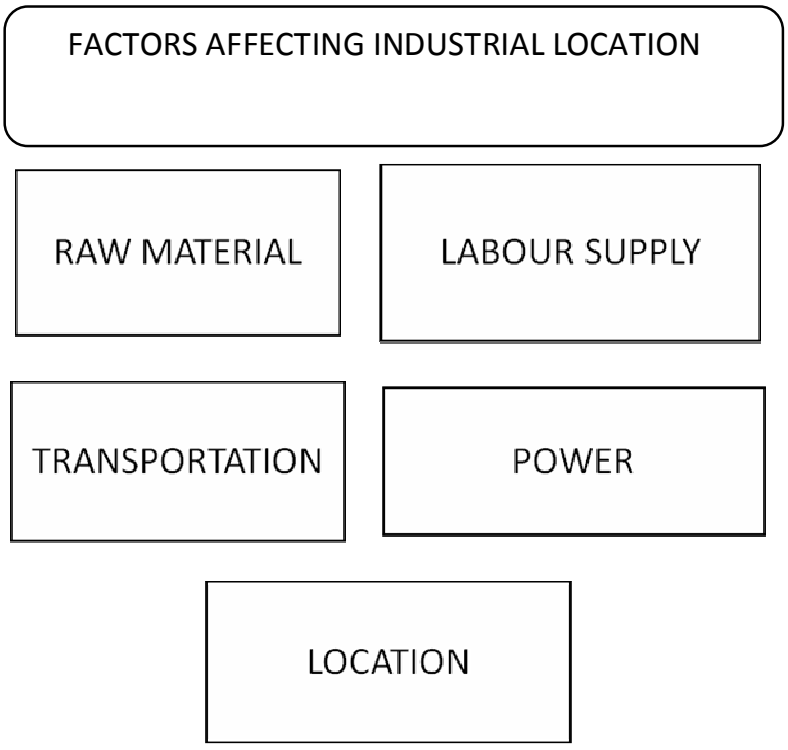
1.INTRODUCTION

Industrial landscape:

Industrial landscape is symptomatic scenery of an industrial space with chimneys, oozing out smokes and grasses, different types of noises, being generated by hustle and bustle of machines, congested roads with regularly moving trucks and vehicles, labours colonies in patches here and there and office building, houses, yards, power houses constructed along with factory building. All this generates particular atmosphere with specific type of landscape.

Industrial landscape is formed with the origin and development of industrial region and there are various indicators for measuring and delineating the industrial regions and the whole process is called as **delineation of industrial region.**



Recent changes in the global economy, especially the rise of East Asia as an economic force, have rendered static notions of permanent dependency and underdevelopment obsolete. The global economy has entered a new phase of deeper, more immediate integration that is exposing national and local

economies to the winds of economic change as never before. The specificities of technology, industry, society, and historical moment all have the potential of being decisive in shaping individual and aggregate outcomes for places, firms, and workers. As a result, the variety that can be observed in the global economy is effectively infinite. Given the great complexity that exists in economic systems, any theory that is meant to explain and predict outcomes for entire industries, countries, regions, or the global economy as a whole could not be treated as whole**.** Because multiple forces of change are always at play, theory, if used in a totalizing manner, can obscure as much as it reveals. But complexity should not lead to the abandonment of theory, or to the development of theories that are so inclusive and flexible that they fail to provide any traction.

It is better, in my view, to develop discrete theoretical areas to deal with specific questions. A theory with a modest and clearly defined explanatory scope, one that identifies one or a few important causal mechanisms that can be used to partially explain and predict outcomes, can have great utility. What is important is to recognize the limits inherent in such partial theories and to actively seek compatibility and linkages with complimentary frameworks.

An important goal is to develop a theory that could help policymakers explain and predict governance patterns in cross-border production networks by Sound macroeconomic policy, sector specific industrial development policies, technological borrowing, and firm-level responses to the demand for rapid industrial upgrading and economic development.

The geographer Peter Dicken (1992) argues that it is the functional integration of internationally dispersed activities that differentiates the current era of 'globalization' from an earlier era of 'internationalization,' which was characterized by the simple geographic spread of economic activities across national boundaries. Functional integration has come with tighter coordination within an expanding set of multinational firms (Zanfei, 2000), but also with the rise of firms in the West — retailers and branded merchandisers with little or no internal production (Gereffi, 1994; Feenstra and Hamilton, 2006) and de-verticalizing "manufacturers" that have shed internal capacity — that have come to rely on an emergent set of global and East Asian regional contract manufacturers for production (Borrus et al, 2000; Sturgeon, 2002).

It is worth highlighting two recent developments that are enabling even greater functional integration in the global economy:

1) Rapidly increasing industrial capabilities in developing countries, especially in China and India, and

2) New computer mediated approaches to real-time integration of distant activities.

These new features facilitate international trade in many intermediate goods and services that have not previously been sent across borders. As a result, opportunities have opened up for firms to engage with the global economy — as buyers, suppliers, sellers, distributors, contractors, and service providers — in ways that were impossible even a few years ago. These changes have created new challenges and risks, as well as opportunities to develop industrial **growth centers**. But despite the first formalization of the idea in 1949, there is as yet little consensus on specifically what growth poles mean. This lack of consensus on its definition is a significant weakness of growth pole related policy.

"Growth pole":

Growth pole theory derives from the work of English economist William Petty (1623- 1687) who was fascinated by the high growth observed in London during that period. French economist François Perroux (1950) is generally credited with formalizing and elaborating on the concept. It generally refers to the grouping of industries around a central core that are able to impact growth for them as well as that of the surrounding area. In its initial avatar, growth pole theory did not incorporate geographical concentration (in fact Perroux specifically denied the possibility of extending the growth pole concept to include geographical concentration).The geographical aspects of growth poles (or as sometimes called – growth centers) are now considered to be the most important facet of growth pole theory.

That is, the conventional usage of the term 'growth pole' is an *outcome*-based classification of geographically concentrated economic activity. If concentrated growth is achieved in a geographical area, that area can be considered to be a growth pole. In other words, the mere ***intention*** of generating high growth in a concentrated geographical area is not sufficient to classify that area as a growth pole. The sufficiency condition is the ***achievement*** of high growth.

"Growth center":

Growth centres are dynamic and efficient centres for development that have a core of commercial and community services, residential development, and

natural and built landmarks and boundaries that provide a sense of place. Development in the growth centre draws development pressure away from critical or unique natural, cultural, and historic resources located outside of the growth centre. Encouragement of development within identified growth centres is intended to reduce the pressure for sprawl development outside of the growth centres. Growth centres can be divided into two categories: those that are already developed centres and those that are planned for development. Identified growth centres serve to prompt development in areas consistent with the State Guide Plan and local comprehensive plans, but do not prohibit future growth in other areas.

The current Indian policy objective is to create many micro-growth clusters in the country with, ideally, (but not necessarily) positive economic impacts in the surrounding areas. Clusters are 'defined as, critical masses – in one place – of unusual competitive success in particular fields. Clusters are geographic concentrations of interconnected companies and institutions in a particular field. Clusters encompass an array of linked industries and other entities important to competition.

In other words, if appropriately structured and if successes are achieved, clusters have the potential to become growth poles.

India's growth center policy

Though the government has not specifically instituted a growth pole policy, effectively, many of its measures are aimed at ensuring high growth at the small geographical level. PURA, manufacturing clusters, and SEZs all aim at this end.

Evolution of Concept of National Capital Region

Delhi has been experiencing phenomenal growth of population since 1951 recording decennial growth rate of 52.44%, 52.91%, 52.98%, 51.45% and 47.03% during 1951-61, 1961-71, 1971-81 and 1991-01 decades respectively. One of the main causes for this spurt in the growth of population is migration into the city not only from the adjacent states but also from others such as Bihar. The growth of population of Delhi has contributed to increasing congestion and shortages of civic amenities. It has been felt that as Delhi grows, its problems of land, housing, transportation and management of essential infrastructure like water supply and sewerage would become more acute.

It was with this concern that the need for planning Delhi in the regional context was felt:

- **1956** Interim General Plan suggested that 'serious consideration should be given for a planned decentralization to outer areas & even outside the Delhi region'.
- **1961** High Powered Board set up under Union Minister for Home Affairs
- **1962** Master Plan for Delhi emphasized Planning of Delhi in regional context
- **1973** High Powered Board reconstituted under Union Minister for Works & Housing
- **1985** Enactment of the National Capital Region Planning Board Act by the Union Parliament, with the concurrence of the participating States of Haryana, Rajasthan and Uttar Pradesh, NCR Planning Board was constituted.

National Capital Region:

National Capital Region (NCR) is a unique example of inter-state regional development planning for a region, having a total area of over 33500 Sq Kms spanning over 15 districts in the states of U.P, Haryana, and Rajasthan and National Capital Territory of Delhi, with the Nation Capital as its core. The National Capital Region (NCR) in India was constituted under the NCRPB Act, 1985; the key rationale was to promote balanced and harmonized development of the Region, *and to* contain haphazard and unplanned urban growth by channelizing the flow and direction of economic growth (on which the urban phenomenon feeds) along more balanced and spatially-oriented paths.

National capital region (NCR) is a unique example of interstate regional development planning for a region with NCT-Delhi as its core. The national capital region as notified covers an area of about 34,144 sq kms falling in the territorial jurisdictions of four state governments namely, National Capital territory of Delhi, Haryana, U.P., and Rajasthan and constitutes about 1.60% of the country's land area. Sub –region wise area details are as under:

Sub-Region	Name of the Districts	Area (in sq kms)
Haryana	Faridabad, Gurgaon, Mewat, Rohtak, Sonepat, Rewari, Jhajjhar, Panipat and Palwal	13,428
Uttar Pradesh	Meerut, Ghaziabad,Gautam Budha Nagar,Bulandshahr, Hapur and Baghpat	10,853
Rajasthan	Alwar	8,380
Delhi	NCT of Delhi	1,483
****	**Total**	**34,144**

Source: National Capital Region Planning Board (Ministry Of Urban Development,GOI)

NCR is characterized by the presence of highly ecologically sensitive areas like extension of Aravalli ridge, Forests, wild life and bird sanctuaries, rivers Ganga, Yamuna and Hindon, fertile cultivated land, and is a dynamic rural-urban region being the home of 371 lakh people living in 108 towns of which 17 are class I cities and more than 7500 rural settlements (Census 2001). As per Census 2011 (provisional), total population of NCR is 460 lakh and the region now has 20 Class-I cities/towns as compared to 17 earlier as per the 2001 census.

Counter Magnet Areas :

The NCR Planning Board Act, 1985, under Section 8 (f), empowers the Board to select any area outside the NCR having regard to its location, population and potential for growth as a 'Counter Magnet Area' in consultation with the State Government concerned with a view to achieving the objectives of the Regional Plan.

The NCR Planning Board, in the Regional Plan-2001, identified the following five counter magnet areas:

- Hissar in Haryana
- Bareilly in Uttar Pradesh
- Kota in Rajasthan
- Patiala in Punjab
- Gwalior in Madhya Pradesh

The Counter-Magnet areas are to act:

- "As interceptors of migratory flows into NCR, which may escalate, as the accelerated development of NCR would provide a pull to migrants from the less developed adjoining areas; and
- As Regional Growth Centres, that would be able to achieve a balanced pattern of urbanization in the Region of their own setting over a period of time."

REVIEW OF LITERATURE

Jeffrey, D.S. and A.Warner, Economic reforms and the process of global integration. ***Harvard university,*** examined that It is often forgotten today, in the flush of the communist collapse after 1989, that global capitalism has emerged *twice,* at the end of the nineteenth century as well as the end of the twentieth century. The earlier global capitalist system peaked around 1910 but subsequently disintegrated in the first half of the twentieth century, between the outbreak of World War I and the end of World War II. As during the period 1970-89 open economies outperformed closed economies on three main dimensions of economic performance: economic growth, avoidance of extreme macroeconomic crises, and structural change. In the process we demonstrate the close relationship between economic integration and economic convergence, that is, poor countries tend to grow faster than richer countries, as long as the poor and rich countries are linked together by international trade. Poor, closed economies have often performed significantly less well than the richer countries. The world economy at the end of the twentieth century looks much like the world economy at the end of the nineteenth century. A global capitalist system is taking shape, drawing almost all regions of the world into arrangements of open trade and harmonized economic institutions. As in the nineteenth century, this new round of globalization promises to lead to economic convergence for the countries that join the system.

Imbs, Jean, and R. Wacziarg (2003) "Stages of Diversification," ***American Economic Review, 93(1)*****, 63-86** examined the patterns of sectoral concentration and diversification in a large cross-section of countries. They uncovered an important regularity in their data. As poor countries get richer, sectoral production and employment become less concentrated and more diversified. And this process goes on until relatively late in the process of development. It is only after countries reach roughly the level of Ireland's income that production patterns start to become more concentrated. If sect oral concentration is graphed against income per capita, one therefore obtains a U-shaped curve. Whatever it is that serves as the driving force of economic development, it cannot be the forces of comparative advantage as conventionally understood. The trick seems to be to acquire mastery over a broader range of activities, instead of concentrating on what one does best. This point is further underscored by the detailed analysis of export data by

Klinger, Bailey, and D. Lederman (2004) Discovery and Development: An Empirical Exploration of 'New' Products, *World Bank,* who show that the number of new export products also follows an inverted U-curve in income.

Hausmann, Ricardo, and D. Rodrik (2003) INDUSTRIAL POLICY FOR THE TWENTY-FIRST CENTURY. *John F. Kennedy School of Government, Harvard University*, Diversification of the productive structure requires "discovery" of an economy's cost structure—i.e., discovery of which new activities can be produced at low enough cost to be profitable. Entrepreneurs must experiment with new product lines. They must tinker with technologies from established producers abroad and adapt them to local conditions. This is the process that called "self discovery".

When we put ourselves in the shoes of an entrepreneur engaged in cost discovery, we immediately see the key problem: this is an activity that has great social value and yet is very poorly remunerated. If the entrepreneur fails in his venture, he bears the full cost of his failure. If he is successful, he has to share the value of his discovery with other producers who can follow his example and flock into the new activity. In the limit, with free entry, entrepreneurship of this kind produces private costs and social gains. It is no great surprise that low-income countries are not teeming with entrepreneurs engaged in self-discovery.

Industrial policy is a process of economic self discovery in the broader sense. but of an interactive process of strategic cooperation between the private and public sectors which, on the one hand, serves to elicit information on business opportunities and constraints and, on the other hand, generates policy initiatives in response. It is impossible to specify the results of such a process ex ante: the point is to discover where action is needed and what type of action can bring forth the greatest response. It is pointless to obsess, as is common in many discussions of industrial policy, about policy instruments and modalities of interventions. What is much more important is to have a process in place which helps reveal areas of desirable interventions to generate industrial development the good institutions with the key features are required.

Goldberg, P. and N. Pavcnik (2004) Trade, Inequality, and Poverty: What Do We Know? Evidence from Recent Trade Liberalization Episodes in Developing Countries. ***Brookings Trade Forum 2004,*** **223-269.**Globalization is a broad concept casually used to describe a variety of phenomena that reflect increased economic interdependence of countries. Such phenomena include flows of goods and services across borders, reductions in policy and transport barriers to trade, international capital flows, multinational activity, foreign direct investment, outsourcing, increased exposure to exchange rate volatility, and immigration. These movements of goods, services, capital, firms, and people are believed to contribute to the spread of technology, knowledge, culture and information across borders.

Even when one hones in on a narrow dimension of "globalization", measurement challenges abound. The first hurdle is data availability. Detailed information on trade barriers, outsourcing, or foreign direct investment is often not readily available, especially when the analysis requires highly disaggregate data, or longer periods of time that span periods of policy liberalization. For example, in their recent survey of trade costs, **Anderson, J. and E. van Wincoop (2004): "Trade Costs,"** ***Journal of Economic Literature, XLII,*** **691-751.** note that data on trade policy barriers from UNCTAD's TRAINS data base that is systematically available for a large set of countries only covers years from 1989 onwards. In addition, in a given year, at most 17% of the included countries report both tariff and non-tariff barriers to trade, and trade flows.

Brown, R. and C. Mason, '' Raising the batting average: Re-orientating regional industrial policy to generate more high growth firms'' Scottish Enterprise, Strathclyde Business School, University of Strathclyde, UK, High growth firms play a disproportionate role in contributing to the economic vitality of regional economies. These are precisely the types of businesses that policy makers need to support in order to generate economic growth. Despite this, the article argues that current regional industrial and enterprise promotion policies in the UK are poorly equipped to help firms grow rapidly. This argument is developed by means of a critical examination of innovation support policies in Scotland. Indeed, many governments use such policies as a surrogate form of high growth firm policy. The article discusses the underlying principles and types of support which are needed to help foster and support

rapidly growing firms. It argues that effective policy needs to be targeted, selective and customized to the specialist needs of high growth firms. The implementation of these types of policies is best delivered at a sub-national or regional level.

Thakur, B.R., and R . Singh(2012) Changing Face of India's Industrial Policies: A Look. ***International Journal of Scientific and Research Publications, Volume 2, Issue 12,*** Policies are framed to provide direction to obtain an end. The Industrial Policies of India were also framed to meet the challenges as an end and to give direction to obtain economic development and growth through industrialization after independence at the latter stage. The present paper highlights the changing face of India's Industrial Policies. The evolution of India's industrial policies can be seen by dividing the entire study into three phases namely: - first, Industrial Policies of India prior to Independence; second, Industrial Policies of India after Independence up to 1990 and; third, Industrial Policy of 1991 and thereafter policies. In the first phase an attempt is made to understand the industrial policy pursued by the British rulers. In second phase it is discussed that how India pursued and modified industrial policies which could put India on the road to progress. In the third phase how developing India gave new direction to industrial activities through New Industrial Policy and its following Industrial Policies which could cope up with rest of the world economies under the banner of LPG (Liberalization, Privatization and Globalization) is discussed.

Hyun,Jae,and Hoon, A Comparative Analysis of Transplants and Industrial Location of Japanese and Korean Automotive Industries in Europe, ***International Journal of Business, Vol. 13, No. 3,*** This study examines the experience of the Japanese automotive industry in Europe in the 1980s and attempts to compare the Korean automotive industry since the 1990s in search of strategic implications. The underlying assumption is that local production and transplants of Japanese automotive industry in the 1980s are critically related to the protective posture of the EU in the political economic context of the internal market. Based on this, this study argues that repetitive patterns of transition from trade to transplants is related to the contextual circumstance in Europe and this will provide a conforming case for the theory of off-shore manufacturing and important strategic implications for the Korean firms at their emerging status in European markets.

Khan, A. Z., and M.S. Akther (2000) The role of growth centers in the rural economy of Bangladesh. ***Village infrastructure to Cope with the Environment*** , authors describes that lack of development is often attributed to deficiency of infrastructure . Provision of infrastructure often creates favourable environment for economic upliftment. The infrastructure element which can be termed as nerve center of rural economy, especially in Bangladesh's context, is a growth center. It is basically the rural markets provided with some infrastructural facilities. It has been seen that provision of infrastructures in rural markets actually paves the way of employment generation and contributes to increasing the number of traders and customers, market lease rate and market turnover. All these have a significant impact on the rural economy. Growth centers help in the marketing of agricultural products. they also play an important role in providing the farmers with agricultural inputs such as seeds, fertilizers. As agriculture employs the highest percentage of labour force of Bangladesh and majority of the people live in rural areas, efficient marketing of agricultural products through better infrastructural facilities is going to economically benefit the bulk of the population.

Edward, E.(1998)'' Are Cities Dying?'', ***The Journal of Economic Perspectives, vol.12, No.2, 139-160,*** in this paper author presented a panoramic view of the primary economies and diseconomies of urban size. Even though the advantages that cities once gained from being manufacturing centres have disappeared, but agglomeration economies will ultimately continue to be large. Information spill over will continue to be important and telecommunications may end up helping, rather than hurting, cities. Nevertheless, cities have major costs and some of these may significantly increase. The likeliest possibility is that the future will be bright for the relatively homogeneous and low density agglomeration which can offer many of economic advantages of agglomeration while also reducing the cost of congestion and crime.

The future may be one where very specialised agglomeration filled with very particular income groups are the norm. Beyond analyzing that affect the cities, economies do have some policy advice they can add. Most cities are far from pricing congestion effectively. Most cities still have land use and building regulations that are completely unconnected with any clear externalities.

Many cities still try to redistribute income, despite the costs in terms of attracting the poor and repelling the rich that redistribution at such a micro level within a metropolitan area can precipitate. A city which wishes to prosper should focus on pricing externalities correctly, protecting proper rights and ensuring that human capital can be developed within its borders.

Books:

Kaur,R., *Economic geography,* ''Agglomeration and International Business in Geography'', sublime publications, Jaipur. Describes that the lessons of the geographical economics approach might increase fears of an ever growing gap between nations, in which, because of decrease in the trade costs, center periphery structures become the instead of exception. One of the major actors in this process of globalization is the multinational firm. This is probably the most mobile among all firms, with sufficient "international'' knowledge to seize a profitable opportunity when it presents itself. Without specific cultural ties to individual nations, it can rapidly move in and out of countries, acting only on economic incentives. Given the recent growth in foreign direct investment (FDI), which at the moment is growing faster than international trade, one might expect multinational firms to be decisive in at least some of the agglomeration and spreading trends going on today. It will turn out that the geographical economics approach is an excellent and promising methodology to look multinationals.

Chandra, R.C. (2012),''Methodology and Techniques of Regional planning '' In *Regional planning and development*, pp 61-80 Kalyani Publishing house, In this chapter author gives brief introduction of various stages of regional planning which can be follows, analysis , may include listing of all design requirements and reducing them to a complete set of logically related performances, further synthesis may confine to finding possible solutions for each specific performance and at last evaluation refers to evaluating the accuracy level of each design.

Mishra,R.N.,(2002). *Tribal life and Habitat (Economy & Society),* Ritu pub. Jaipur, The present study has been divided into ten chapters, each dealing with different aspects of human habitat. The first chapter briefly describes the existing physical and socio-economic character of the district dividing into five physical divisions based on geographical features like physiography, slope,

drainage etc. On the basis of certain development indices like population growth, literacy, transportation network, the comparative level of socio-economic development of all physical division have been worked out by suitable statistical methdology.

The second chapter describes about the inhabitant of the study region. Being a tribal dominated area, the detailed anthropography of the Bheel tribes has also been described in this chapter.

In the third chapter the pattern of human habitant has been studied in regard to their evolution and various effective factors. The relation of size of settlement with relief, slope, transportation facilities and agricultural development has also been worked out with the help of correlation coefficient.

In the forth chapter the quality of life in human habitat has been described after analyzing the existing conditions of infrastructural facilities and services with the help of computed statistical method on the basis of selected indices.

The size and spacing of settlements have special significance in habitat study. The analysis of spatial distribution of settlements has been done by using a number of standard methdologies such as Lorenze Curve, Ginni Co-efficient, Nearest Neighbourhood Analysis, Quadrat and Antropy analysis, in the fifth chapter. In the sixth chapter hierarchy of settlements has been worked out by using Guttman Scalogram and Centrality Score Ranking. In the seventh chapter functional classification of service centers has been done by using Weaver, Raffiullah and Nelson methods. Banswara has pre dominantly a rural character. therefore, detailed study of rural habitat and its people has been described in chapter eighth.

The chapter ninth deals with the urban habitat. There are two urban centers in the study region Banswara and Kushalgarh. The last chapter is on problem and planning which describes the main findings of the study and also brings out the main problems of the study area.

Chopra, G.(2006*) Urbanization and socio-economic restructuring*, In *Urban Geography*, pp 261-286, Commonwealth publications, New Delhi In this chapter author describes the decline of traditional mass production during 1970s and 1980s has led to a profound restructuring of the economic sphere of society. Highly capitalized units and centralized production structures have

entered a long lasting crisis everywhere in the world, and the advanced capitalist countries have endured serious problems of de- industrialization. Large plants, which formerly served to maximise economies of scale and reduced production cost have become too rigid to respond to new consumer demands.

The immediate response to these problems has been changes aimed at optimizing production and de-centralising and flexibilising production decisions. These restructuring efforts, firms have become capable of manufacturing high quality productions while keeping costs low and enabling, at the same time, the reinforcement between manufactures and consumers. the shift from mass production methods to flexible one, and the increasing integration and globalisation of the world economy have not only altered economies, but have also transformed prevailing social, political, and territorial patterns.

Venables, A.J.(2010) Rethinking Economic Growth in a Globalizing World: An Economic Geography Lens'', In *Urbanisation and Growth* ,pp47-65, **Rawat publication,** in this chapter author presents recent work in trade and economic geography to provide a lens through which to assess trade, globalization, and economic growth. It investigates how globalisation shapes countries' growth prospects and draws some policy implications. The analysis in this chapter is based on three facts about the technology of trade and modern sector production. The first is that modern sector activity is surrounded by increasing returns to scale deriving from many sources, including social and political as well as narrowly economic. The second is that space still matters, both in defining the geographical scope of these increasing returns and in shaping economic relationships more broadly. The third is that globalisation is changing the nature of international trade, in particular by facilitating the fragmentation of production.

Spence, M., P.Clarke, & R.Burley (2010*)Urbanisation and Growth,* pp115-132. *Rawat publication,* This chapter considers the evidence on the mechanisms increasing economic efficiency in cities and examines the record of cities in facilitating economic output and in improving the consumption opportunities available to urban residents. Much of this evidence is based on observations from highly developed countries, but a growing body of evidence is based on analyses of developing countries. The evidence clearly supports the conclusion that cities are important facilitators of economic growth, increased

productivity , and rising incomes in poor and rich nations alike. Policies to facilitate, not inhabit, urbanization are likely to improve economic conditions in developing countries. The analysis suggests a variety of broad policies that would improve resource allocation and increase incomes in such countries.

Hooder, B.W., and R. Lee (2008) *Economic Geography*, pp 148- 168, Rawat publications ,New Delhi,explains that transport networks are spatial structures designed to channel flows from points of demand to points of supply and so to link these points together in a transportation system is a great task because it is difficult to isolate and define transport demand and supply but, by divorcing the function of transport networks from their inert spatial form, it is possible to derive some very useful descriptive indices. Any transport network may be considered as a topological graph with three parameters (i) the number of separate (non connecting) sub graphs in a network (G); (ii) the number of links or edges in the network (E); and (iii) the numbers of nodes in the network (V) from which quantitative measurements may be computed by using Alpha index, Beta index, Gama index, Detour index, Coning number, Eta index, Theta index, Connecting index.

Wheeler, O. W., & Muller, O. P.(1998), "Economic Geography", authors explain the field of geography arises out of two fundamental human qualities. One is the need to know something about the local geography in order to carry out economic, social and political activities. It is important to know how individual and groups behave within their geographical environment and why.

The second human quality leading an interest in geography is the natural curiosity people have about distant places.

Loda, R. and D. Maheshwari (2009) *Industrial Geography*. Rajasthan Hindi Granth Akadamy, Jaipur.

Mathur,P.and S. Kalia (2012),*Fundamentals of Industrial Geography*, Ritu pub,Jaipur.

Reports:

FORMULATION OF DEVELOPMENT STRATEGY AND ACTION PLAN OF A NEW TOWN – GLOBAL CITY ON NH-8 IN RAJASTHAN SUB-REGION

The project on developing a global city in Rajasthan sub-region of National Capital Region (NCR) (hereinafter referred to as the project) was first mooted by Government of Rajasthan (GoR) immediately after approval of Regional Plan for National Capital Region (NCR) – 2021. The idea is actively supported by National Capital Region Planning Board (NCRPB) as it would help realizing "settlement development strategies of Regional Plan of National Capital Region (NCR) – 2021".

THE PROJECT OBJECTIVES

The project aims at creating a global city, offering a globally competitive and an enabling environment for attracting investment, where provision for infrastructure to be based on understanding of the following: (a) specialized economic base; (b) urban infrastructure – a facilitator for global investment; (c) an attractive environment for investment; (d) provision for modern infrastructure for mass transport and urban services; (e) specialized economic base developed through cluster cities; (f) meeting the objectives of NCR and Draft Regional Plan 2021 on balance and sustainable development outside NCT-Delhi; and (g) benefiting and uplifting urban economic image of Rajasthan State in global context.

Greater Bhiwadi master plan 2031, Town planning department Rajasthan, The need of this plan was to capitalize upon the opportunities created by changes occurring in the global economic scene and in the National Capital Region; To make the area competitive for attracting investment by providing high quality infrastructure.

This plan includes:

Demography

Economy

Agricultural and allied activities

Bio physical environment

Development perspective and design concept city

Existing landuse

Development policy and plan implementation

Rajasthan Infrastructure Agenda''2025''Initial screening Report for setting up common effluent treatment plan in Bhilwara

Report on Regional plan 2021 for National Capital Region. National Capital Region Planning Board (Ministry of Urban Development, Government of India

OBJECTIVES OF THE STUDY

- To study the agglomeration of industries and industrial regions in Rajasthan
- To evaluate the potential factors responsible for development of growth centres in study area
- To investigate the economic rationale for industry selecting a particular location for their operations.
- To examine spatial distribution of activities
- To analyse the factors responsible for development of NCR
- To analyse the factors which affects location decisions

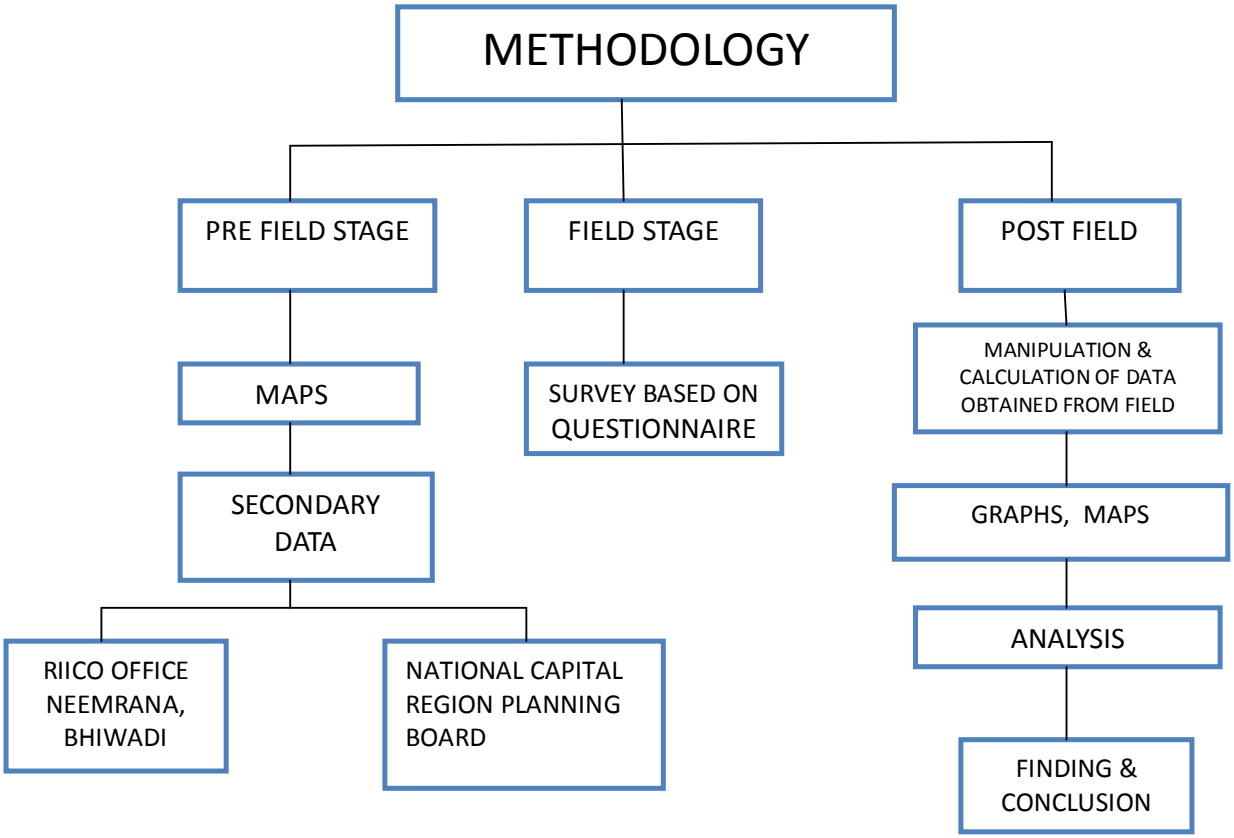
HYPOTHESIS

- Growth centres serve to prompt development in the areas which are already developed centres and also those which are planned for development
- In India many micro growth clusters has been developed as the potential growth poles thus developed an agglomeration economies eg. NCR
- In the modern age of Liberalisation Privatisation Globalisation (LPG) the location of industrialisation has become ubiquitous
- Industrial policy is a process of economic self discovery which cope up with rest of the world economies under the banner of LPG
- There is rapid emergence of industrial capabilities in East Asian developing countries with de- verticalization of manufacturing in the west and this has affected the firm behaviour on location decisions

2. RESEARCH METHODOLOGY:

The most fundamental step in research is to develop a systematic plan for investigation. Hence this chapter contains relevant information pertaining to the design. It includes the methodological aspect such as selection of tools and other techniques of statistical analysis in order to achieve all objectives of the present investigation.

Figure 2.1 Workflow Diagram of Methodology



The present study will be supported by the primary data generated from the field as well as the ancillary data collected from the different sources to achieve specified objectives.

Primary data will be collected by the field survey method using questionnaire as a tool. Stratified random sampling method is used to collect the data.

Secondary data will be obtained from the RIICO office at Neemrana, Bhivadi, Alwar, village census abstract book and National Capital Region Planning Board. Webology will be also consulted for the same purpose.

STATISTICAL ANALYSIS:

Index of grid concentration

Index of simple dispersion

Other statistical techniques will be used as per the work will proceed.

PROPOSED TENTATIVE CHAPTERISATION

I. Introduction

II. Geographical background of study area

III. Comparative study of developed potential NCR in Rajasthan with the study area

IV. Primary and secondary factors of location of industries in study area

V. Result analysis

BIBLIOGRAPHY

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